

# **Whitehurst Freeway, NW Study**

## **Scope of Work**

### **January 2005**

#### **Purpose**

The District Department of Transportation (DDOT) proposes to hire a Consultant to investigate the feasibility of the removal of the Whitehurst Freeway. This freeway is a physical barrier separating Georgetown from the waterfront. It blocks vistas of the waterfront and prevents full development of the Georgetown waterfront area. The elevated freeway creates the impression of a security threat and impairs the full use of the waterfront as a park amenity. The study will examine the traffic impacts of removing the Whitehurst Freeway, the engineering requirements for connecting Canal Road with M Street and K Street, and engineering requirements for removing the freeway, if feasible. The Consultant will also be requested to prepare cost estimates for removal of the Whitehurst Freeway. This study will also examine the economic development potential and potential impact of land values on the Georgetown Waterfront if the Freeway were removed. Finally, the Consultant shall prepare several concept designs for alternative methods of providing alternative transportation connections through the Georgetown Waterfront for transit, automobiles, pedestrian and bicyclists.

#### **Evaluation Factors**

Evaluation factors have been developed to ensure that the final project reflects the original intent of this scope of work. In order for the study to be considered satisfactory, the following requirements must be met:

- The project must be completed within the agreed upon 26 weeks, unless there are unforeseen changes in the project requirements.
- The study must be completed for the agreed upon amount listed in the attached budget, barring any unforeseen, necessary adjustments to the project requirements.
- The final report must include a detailed description of the study issues and requirements, a thorough evaluation of each alternative, and a clearly articulated set of recommendations.

The District Department of Transportation, through monthly status reports and 6 multi-agency coordinating meetings, will monitor the achievement of these requirements.

#### **Study Area**

The “study area” is bounded by the following streets: Potomac River on the south; Foxhall Road and Canal Road on the west; M Street on the north and 23rd Street on the east. This study area overlaps with the Lower West End Transportation Study being performed by KCI Technologies, Inc. DDOT would require that the consultant assigned to this project coordinate closely with the consultant conducting the Lower West End Transportation Study. The study area shall also include connections between the Whitehurst Freeway and Virginia Avenue, the Potomac Expressway and the Rock Creek and Potomac Parkway.

#### **Definition of Work**

Over a twenty-six week period, the Consultant will investigate current needs regarding vehicle, transit, bicycle and pedestrian movements and safety. The Consultant will also

evaluate and recommend modification to improve traffic circulation and safety concerns. The Consultant shall investigate engineering requirements to remove the Whitehurst Freeway and potential impacts on adjacent structures, such as the C&O Canal, Key Bridge, and adjacent buildings.

The Consultant shall evaluate transportation systems and roadways that would be affected by removal of the Whitehurst Freeway and recommend alternative approaches for providing traffic connections between the Canal Road and Key Bridge and lower K Street, and Virginia Avenue, the Potomac Expressway, and the Rock Creek and Potomac Parkway. This analysis shall also include recommendations for providing transit, pedestrian and bicycle facilities along the lower K Street corridor. The consultant shall look at potential access issues related to all streets in the study area. The Consultant shall prepare three to four concept design options, with accompanying graphic depictions of the lower K Street corridor and traffic connections between the Canal Road and Key Bridge and lower K Street, and Virginia Avenue, the Potomac Expressway and the Rock Creek and Potomac Parkway.

The consultant shall calculate current land values and tax revenue generated by properties adjacent to the Whitehurst Freeway, from M Street to the north and west, to K Street to the south, and 24<sup>th</sup> Street on the east, as well as calculate anticipated increases in land value and tax revenue resulting from removal of the Whitehurst Freeway. The Consultant shall recommend methods of financing and capital cost recovery using increased land values.

Several studies have been prepared over the last two decades evaluating the potential to remove the Whitehurst Freeway. The consultant shall review previous studies completed since 1980, as well as recently completed studies related to access to the Kennedy Center and construction of a new plaza connecting the Kennedy Center to the western central business district, as well as the ongoing environmental study related to improvements to the Theodore Roosevelt Bridge. The Consultant shall also review reports and studies related to the development of a Georgetown Waterfront Park, and shall incorporate all relevant data, information and analysis from the above referenced studies into the Whitehurst Freeway Study and resulting preliminary schematic design concept plans.

The Consultant shall prepare a proposed study scope of work, project schedule and proposed budget and submit these documents to the DDOT project manager at the end of week #1.

The Consultant shall also prepare monthly invoices describing in detail labor and other direct costs expended during the preceding month and a progress report summarizing the status of each task, including any problems encountered.

## **Description of Work to be Performed**

### **Task 1: Scoping Meeting**

DDOT and the Consultant shall schedule a project scoping meeting. The purpose of this meeting shall be to obtain input from community stakeholders regarding the Whitehurst Freeway Study. A meeting will also be held with relevant District government staff including representatives from the Office of Planning and DDOT to discuss the proposed scope of work and schedule for the Whitehurst Freeway Study, and receive comment. Additional stakeholders may include the Georgetown Partnership, Citizens Association of Georgetown, Advisory Neighborhood Commission 2E, and other groups. Other government stakeholders include the National Park Service, General Services Administration, and the Federal Highway Administration. The Consultant will be responsible for preparing the material to be used in the two meetings. DDOT representatives will select the representatives from other government agencies and will be responsible for inviting them to the meeting. The Consultant will prepare meeting minutes.

Task #1 to be completed by the end Week 2.

### **Task 2: Collect and Consolidate Data**

The Consultant will collect data on the following elements:

- Existing traffic volumes for roadway segments within the study area. Existing signal timing for signalized intersections in the study area. Mapping, aerial photography, and other materials available from the DDOT Traffic Services Administration and Transportation Planning, and other District, and Federal government agencies, including the reports and studies referenced above, including previous studies related to the removal of the Whitehurst Freeway, Kennedy Center Access Studies, Theodore Roosevelt Bridge Environmental Study, the K Street Transitway Study, the Palisades Transportation Study, plans for the construction of the Georgetown Waterfront Park, the Lower West End Transportation Study and any other relevant transportation or land use studies prepared within the project area. The findings and recommendations of these studies shall be evaluated and incorporated into the analyses and recommendations performed in this Study.
- Field reconnaissance of the study area noting existing land uses, existing roadway geometric and traffic control conditions and traffic flow patterns, as well as opportunities and constraints pertaining to access from the intersecting side streets and driveways. Investigate the capacity of the various roadway bridges that cross the C & O Canal to determine their adequacy to carry additional traffic, which might result from removal of the Whitehurst Freeway.
- Collect available Whitehurst Freeway as-built plans and the latest bridge inspection report. Examine existing structure and physical condition of the Whitehurst Freeway and describe existing condition of major bridge and roadway elements. The

Consultant should use the most recent bridge inspection report as a baseline document.

- Conduct a simplified origin-destination study during the AM peak hour (7:30 AM to 8:30 AM) and PM peak hour (5:00 PM – 6:00 PM) to determine the state of origin (District of Columbia, Maryland, Virginia, or other states) of vehicles entering and the Whitehurst Freeway and their destination. The entrance points are the approach from westbound K Street (west of 27<sup>th</sup> Street), the Potomac Expressway westbound ramp, the approach from eastbound Canal Road, and the approach from the Key Bridge. The exit points are westbound Canal Road at the intersection with the Whitehurst Freeway, eastbound Canal Road/M Street at the intersection with the Whitehurst Freeway (identifying at this location vehicles that turn right at the Key Bridge and vehicles that travel eastbound on M Street), eastbound K Street at 27<sup>th</sup> Street, ramp to southbound Potomac Expressway, and southbound 27<sup>th</sup> Street.
- Collect land use and transportation information from existing reports on proposed future development projects in the area; and projected vehicle trips per day.
- Conduct turning movement counts at key intersections and access or exit ramps during the morning peak period (7:00 AM – 9:00 AM) and the afternoon peak period (4:00 PM – 6:00 PM) on typical weekdays. The consultants shall collect turning movements at 10 of the following key intersections:
  - 1 Canal Road Southern Entrance to Georgetown University
  - 2 M and Francis Scott Key Memorial Bridge
  - 3 M and 33<sup>rd</sup> Street
  - 4 M and Wisconsin Avenue
  - 5 M and 30<sup>th</sup> Street
  - 6 M and 31<sup>st</sup> Street
  - 7 Whitehurst Freeway eastbound on-ramp from Francis Scott Key Bridge
  - 8 Whitehurst Freeway and Rock Creek and Potomac Parkway
  - 9 Whitehurst Freeway and connections to the Potomac Expressway
  - 10 Whitehurst Freeway and 27<sup>th</sup> Street (at K Street)
  - 11 K Street and Wisconsin Avenue
  - 12 K Street and 31<sup>st</sup> Street
  - 13 K Street and 30<sup>th</sup> Street
  - 14 K Street and 25<sup>th</sup> Street
  - 15 Whitehurst Freeway and Canal Road
  - 16 Any other locations recommended by the consultant or stakeholder group.

The Consultants shall conduct a field reconnaissance of the intersections to determine which locations would be most impacted by the removal of the Whitehurst Freeway. The final locations shall be determined following the Scoping Meetings described in Task #1. The volumes for intersections not selected will be estimated based on counts conducted within the last three years.

- Conduct five travel time runs in each direction (eastbound and westbound) during the AM peak hour (7:30 AM – 8:30 AM) and five travel time runs during the PM peak hour (5:00 PM – 6:00 PM) on the sections of the Whitehurst Freeway, K Street and M Street that are within the study area.
- Identify and describe existing public and private transit services within the study area, bicycle facilities and pedestrian facilities.
- Conduct engineering surveys of the topography to determine the feasibility of eliminating the Whitehurst Freeway and allowing east/west traffic to traverse the study area via Key Bridge, M Street and K Street, or other proposed roadways. The survey will be conducted as follows: 1) Acquire DC GIS information for the study area. 2) Provide six semi permanent horizontal and vertical control points in the immediate vicinity of the Freeway to be used for data acquisition. 3) Field annotate GIS data with street names and widths, major signs, visible major surface utilities, property owners and GPIN numbers using visual evidence and records. This would be limited to items that appear on the GIS. 4) Provide ten field run cross sections of the Whitehurst Freeway. This would be limited to the width of the deck on the surface and the same width underneath. The Consultant will pick the locations.
- Identify any existing connections to Key Bridge, M Street and K Street, Virginia Avenue, the Potomac Expressway and the Rock Creek and Potomac Parkway or other streets that may need to be modified as a result of eliminating the Whitehurst Freeway. Investigate connections from the Virginia side of the Potomac River to the Key Bridge that could impact traffic volumes in the study area.
- Identify and examine “benchmark” freeway removal projects in comparable US cities (such as Portland and San Francisco) to identify impacts of freeway removal on transportation services and land values adjacent to the freeway.
- Identify all structures that may need to be removed, any unusual issues or concerns regarding removal of structures, including impact on adjacent and historic structures, such as the C&O Canal, Key Bridge and adjacent buildings. The Consultant will examine the existing structure and physical condition of the Whitehurst Freeway. The most recent bridge inspection report and as-built plans will be used as baseline documents. Utilities and signs impacted by the removal of the structure will be identified. The Consultants will identify all structures that may need to be removed.
- Collect from the District of Columbia information on current land/property values and tax revenue generated by properties adjacent to the Whitehurst Freeway, from M Street to the north and west, to K Street to the south, and 24<sup>th</sup> Street on the east. DDOT representatives will assist the Consultant on the task of getting from the District of Columbia Office of Real Property Assessments the land/property value and tax revenue information for each of the properties.

- Collect DC GIS information for the study area. DDOT representatives will get the GIS information from the GIS Department and will provide the information to the Consultant.

Prepare a brief report summarizing findings of Task #2. The Consultant shall submit five copies of the Draft Task 2 Report to DDOT for review and comments. After addressing comments received from DDOT, the Consultant shall prepare 25 hard copies of the Task 2 report, as well as an electronic copy (PDF and MSWord) suitable for posting on the DDOT website.

Task #2 to be completed Week 12

### **Task 3: Project Coordination Meetings**

The Consultant will attend a total of six project coordination meetings to be scheduled throughout the duration of the study. These meetings will also be attended by DDOT staff, other relevant District government staff, and additional stakeholders. The Consultant will be responsible for preparing the material to be used in these meetings. DDOT representatives will select the representatives from other government agencies and stakeholders, and will be responsible for inviting them to the meeting. The Consultant will prepare meeting minutes.

### **Task 4: Public Meetings to Discuss Task 2 Findings**

The Consultant shall conduct a briefing for the DDOT and other District and Federal government stakeholders describing the findings of Task #2. The District and Consultant shall also conduct a public meeting to describe to community stakeholders the findings of Task #2 and obtain community comment. The Consultant will be responsible for preparing the material to be used in the two meetings. DDOT representatives will select the representatives from other government agencies and will be responsible for inviting them to the stakeholders meeting. With the assistance of the District Department of Transportation and the Office of Planning, the Consultant will develop a project contact/ mailing list of parties within the study area and other interested parties. The Consultant will be responsible for mailing invitations to ANC representatives, citizens groups, council members and civic organizations to inform these persons/groups about the public meeting and to request their assistance in informing the public about the meeting. The Consultant will provide notice of public meetings through one advertisement in a local community newspaper. DDOT representatives will be responsible for coordinating with the DC Informational Technologies staff to have a meeting announcement posted on the District of Columbia web site. DDOT representatives will be responsible for making the necessary arrangements to use a school or church auditorium to conduct the public meeting. DDOT representatives will contact media representatives to inform them about the meeting. The Consultant will prepare meeting minutes.

Task #4 to be completed Week 14.

### **Task 5: Design Alternatives Charrette**

The Consultant shall conduct a public meeting design charrette to develop three to four concept design alternatives for the lower K Street Corridor, including connections to M Street, the Key Bridge, Virginia Avenue, the Potomac Expressway and the Rock Creek and Potomac Parkway. The design alternatives shall include transportation facility options serving transit, automobiles, bicycles and pedestrians. The Consultant will be responsible for preparing the material to be used in the design charrette. The Consultant will be responsible for mailing invitations to ANC representatives, citizens groups, council members and civic organizations to inform these persons/groups about the public meeting and to request their assistance in informing the public about the meeting. The Consultant will provide notice of public meeting through one advertisement in a local community newspaper. DDOT representatives will be responsible for coordinating with the DC Informational Technologies staff to have an announcement about the design charrette posted on the District of Columbia web site. DDOT representatives will be responsible for making the necessary arrangements to use a school or church auditorium to conduct the design charrette. DDOT representatives will contact media representatives to inform them about the design charrette. The Consultant will prepare design charrette meeting minutes.

Task 5 to be completed by week 16.

### **Task 6: Conduct Traffic, Engineering and Financial Analysis**

The Consultant will analyze the current and projected future vehicular traffic conditions, transit, bicycle and pedestrian requirements and identify, roadway geometry, and topographic features and determine the feasibility of removing the Whitehurst Freeway and redirecting traffic to K Street or M Street or any other roadway.

The Consultant will analyze the current vehicular traffic volumes and will calculate the existing levels of service for AM and PM peak hours for the 10 key intersections selected in Task 2. The consultant will use the Highway Capacity manual methodology to calculate the existing levels of service for AM and PM peak hours for K Street, M Street and the Whitehurst Freeway.

The Consultant will develop a Corsim simulation model for AM and PM existing peak hour conditions. The Corsim simulation model will be based on existing traffic volumes, lane configurations, transit service in the study area, and signal timings.

The Consultant will project future 2025 traffic volumes for a condition with the Whitehurst Freeway in place and for four scenarios with the Whitehurst demolished and removed. DDOT will request the Metropolitan Washington Council of Governments (MwCOG) to perform a run of the 2025 regional model with the Whitehurst Freeway in place and provide the link volumes for the links in the study area and the links representing the Potomac River bridges to the Consultant. DDOT will also request that MwCOG run four 2025 scenarios without the Whitehurst Freeway. The Consultant will prepare a short memorandum to be provided to MwCOG that describes the four 2025

scenarios to be modeled. In addition, one representative of the Consultant will meet with the DDOT project manager and a representative of MWCOG to discuss the scenarios to be modeled and the required outputs. DDOT will request MWCOG to perform the four runs and provide the link volumes for the links in the study area and the links representing the Potomac River bridges to the Consultant.

The Consultant will modify the existing conditions AM and PM peak hour models to assess a 2025 scenario with the Whitehurst Freeway in place (No-Build Scenario). The Consultant will also modify the Corsim model to assess four future scenarios without the Whitehurst Freeway in place.

The Consultant will examine the traffic impacts of removing the Whitehurst Freeway by computing AM and PM peak hour levels of service at the 10 key intersections for the No-Build 2025 scenario and for each of the four future scenarios without the Whitehurst Freeway. The Consultant will calculate average delays and queues at the 10 key intersections for each of the future 2025 scenarios (one no-build and four build). The Consultant will evaluate the impacts on vehicular traffic, transit, bicycle and pedestrian travel associated with each of the future scenarios that include the removal of the Whitehurst Freeway.

The Consultant will evaluate the engineering requirements for connecting Canal Road with M Street and K Street, and engineering requirements for removing the freeway. The Consultant shall prepare three to four schematic concept design plans for recommended future roadways and connections to the Key Bridge for scenarios that include the removal of the Whitehurst Freeway. The consultant shall submit 5 hard copies of each drawing and electronic copies in micro station and PDF formats.

The Consultant shall evaluate the physical requirements of removing the Whitehurst Freeway, including demolition requirements, anticipated planning level cost and schedule for removal, as well as generalized detour requirements during demolition and removal. The Consultant shall evaluate potential impacts on adjacent structures, including the C&O Canal, Key Bridge and adjacent buildings. The evaluation of impacts on structure will be based on past experience and engineering judgment. The evaluation of structures to be conducted in this planning study does not include structural analysis, detailed engineering level cost estimates or detailed scheduling development.

The Consultant shall calculate current land values and tax revenue generated by properties adjacent to the Whitehurst Freeway, from M Street to the north and west, to K Street to the south, and 24<sup>th</sup> Street on the east, as well as calculate anticipated increases in land value and tax revenue resulting from removal of the Whitehurst Freeway. The Consultant shall investigate methods of financing and capital cost recovery. The Consultant shall examine the economic development potential associated with the demolition and removal of the Whitehurst Freeway.

Task 6 to be completed by week 20.



## **Task 7: Findings, Recommendations and Visualizations**

The Consultant shall prepare a report summarizing findings and recommendations regarding the potential removal of the Whitehurst Freeway. The report shall be based on the analyses conducted in Task 6 and shall address the impact of each proposed improvement on mobility, safety, and level of service of the major corridors within the study area. The report shall also address average delays, queues and travel times along the corridor both with and without the recommended options. This report shall include an examination of the impacts on vehicular traffic, transit, bicycle and pedestrian travel through the study area.

The findings and recommendations report shall describe the physical requirements of removing the Whitehurst Freeway, including demolition requirements, anticipated planning level cost and schedule for removal, as well as a generalized assessment of detour requirements during demolition and removal. The findings and recommendations report shall indicate potential impacts on adjacent structures, including the C&O Canal, Key Bridge and adjacent buildings.

The findings and recommendations report shall describe requirements to improve mobility and safety and reduce vehicular traffic congestion if the Whitehurst Freeway was removed, including proposed connections between Canal Road and Key Bridge, and lower K Street, Virginia Avenue, the Potomac Expressway, and the Rock Creek and Potomac Freeway. The findings and recommendations report shall identify recommended transportation facilities, traffic control measures, traffic calming measures, improved signage, signalization, and channelization to improve mobility. The Consultant shall also recommend proposed transportation facilities and traffic control measures on the Virginia side of the Potomac River that may be necessary to facilitate the safe movement of vehicles if the Whitehurst Freeway were to be removed. The Consultant shall also describe requirements to ensure safe transit, bicycle and pedestrian use of the M Street and K Street corridors if the Whitehurst Freeway were removed.

The findings and recommendations report shall describe current land values and tax revenue generated by properties adjacent to the Whitehurst Freeway, from M Street to the north and west, to K Street to the south, and 24<sup>th</sup> Street on the east, as well as the calculated anticipated increases in land value and tax revenue resulting from removal of the Whitehurst Freeway.

The Consultant shall prepare three to four schematic concept design plans for recommended future roadways and connections to the Key Bridge for scenarios that include the removal of the Whitehurst Freeway. Four design concepts (equivalent to 10% design plans) will be developed for future possible roadways and connections to the Key Bridge, Canal Road, Virginia Avenue, Potomac Expressway, Rock Creek Parkway, and Potomac Parkway should the Whitehurst Freeway be removed. Each of the concept plans will include a schematic of the horizontal alignment and intersections with connecting roadways (illustrating the lane configurations, curb and gutter, sidewalks, and accommodations for bicyclists). One typical section of the mainline (for each concept)

will be prepared that will address the design elements common to a majority of the roadway. A profile (or vertical alignment) will be designed to ensure proper vertical clearances, as well as to determine the impacts to adjacent properties for each of the concepts.

The Consultant shall prepare four schematic concept design plans for future roadways and connections to the Key Bridge assuming removal of the Whitehurst Freeway. The Consultant will prepare one still image for each of four concepts. The images will be color renderings digitized over digital photographs. The images would be views towards the river of a typical one block segment from an elevated perspective.

The Consultant shall submit five copies of the Draft Findings and Recommendations Report to DDOT for review and comments. The report shall use the following evaluation factors in assessing alternatives, and developing a recommended course of action:

- The structural and engineering feasibility of deconstructing the freeway, and constructing alternative alignments that connect Canal Road and the Key Bridge to lower K Street NW at the west end of the Freeway, and lower K Street to “upper” K Street (downtown) and the Potomac Freeway (I-66) at the east end of the Freeway.
- The land use impacts including current and future land values, and estimated tax revenue.
- The traffic impacts of deconstructing the freeway including impact on travel time, level of service, and travel user costs on K Street and adjacent streets.
- Levels of public support for deconstructing the freeway, and for alternate alignment schemes.
- Environmental impacts, including impacts on historic and cultural features, of alternatives on neighboring communities, and the Washington Region as a whole.

These evaluation criteria are subject to change based on public comments generated at the public meetings and input from project stakeholders.

After addressing comments received from DDOT, the Consultant shall prepare 25 hard copies of the Findings and Recommendations Report, as well as an electronic copy (MS Word and PDF) suitable for posting on the DDOT website.

The consultant shall submit two copies of the draft concept plans and architectural renderings to DDOT for review and comments. After receiving comments from DDOT, the Consultant shall provide two copies of the revised concept plans and architectural renderings (11x17) to DDOT.

The consultant shall submit five copies of the rendering to DDOT for review and comments. After receiving comments from DDOT, the Consultant shall provide five copies of the revised rendering to DDOT.

Task #7 to be completed Week20.

### **Task 8: Public Meetings to Discuss Tasks 6 and 7**

The Consultant shall conduct a briefing for the DDOT and other District and Federal government stakeholders describing the findings of Tasks # 6 and #7. The District and Consultant shall also conduct a public meeting to describe to community stakeholders the findings and recommendations of Tasks #6 and #7 and obtain community comment. The Consultant will be responsible for preparing the material to be used in the public meeting. The Consultant will be responsible for mailing invitations to ANC representatives, citizens groups, council members and civic organizations to inform these persons/groups about the public meeting and to request their assistance in informing the public about the meeting. The Consultant will provide notice of public meetings through one advertisement in a local community newspaper. DDOT representatives will be responsible for coordinating with the DC Informational Technologies staff to have an announcement about the public meeting posted on the District of Columbia web site. DDOT representatives will be responsible for making the necessary arrangements to use a school or church auditorium to conduct the public meeting. DDOT representatives will contact media representatives to inform them about the public meeting. The Consultant will prepare meeting minutes.

Task #8 to be completed Week 22.

### **Task 9: Final Report**

The Consultant shall incorporate comments from District and federal agencies into a final report, recommending whether the Whitehurst Freeway should be demolished and removed. If demolition and removal are recommended, the Consultant shall provide a description of removal requirements, estimated costs of removal, traffic management requirements, infrastructure modification requirements, detour requirements, estimated budget and schedule for removal.

The Final Report shall also provide a description of the potential financial impact of removing the Whitehurst Freeway, including impact on land values and tax revenues generated. The Final Report shall also include a description of the three or four alternative concept designs for the replacement roadway improvements resulting from the design charrette in Task #5.

The Final Report shall include a detailed description of the findings resulting from Tasks # 2, # 6 and # 7.

The Consultant shall submit five copies of a draft final report to DDOT for review and comments. After receiving comments on the draft final report, the Consultant will address the comments and will submit 25 copies of the final report, and will also make an electronic copy of the report suitable for posting on the DDOT website. The consultant shall submit a final electronic file of all documents in MS Word (text), Micro Station (design drawing), and other graphics in PDF format.

Task #7 to be completed Week 26.

### **Project Deliverables**

- Detailed study schedule and project budget.
- Report summarizing data collection (Task #2)
- Design alternatives resulting from charrette (Task #5)
- Report on findings and recommendations (Task #7)
- Final report (Task #9)
- Monthly invoices and detailed progress reports.
- Visual aids including maps or aerial photos of study area, as needed

### **Coordination**

Consultant will work closely with the DDOT/Transportation Policy and Planning Administration, Infrastructure Management Administration, and Traffic Services Administration. The Consultant shall also coordinate the project with the D.C. Office of Planning, DC State Historic Preservation Office, Federal Highway Administration, National Park Service, General Service Administration and the Commission on Fine Arts. The Consultant shall also coordinate the study with stakeholder community groups in the Georgetown and Foggy Bottom communities, including the appropriate Advisory Neighborhood Commissions.

### **Key Dates/Schedule**

Week 2 – Scoping meeting

Week 12 – Data Collection Technical Report

Week 14 – Government Stakeholder Meeting and Public Meeting

Week 16 – Design Charrette Meeting

Week 20 – Findings and Recommendation Technical Report

Week 22 – Government Stakeholder Meeting and Public Meeting

Week 26 – Final Report